The BULLETIN OF THE BEAUX-ARTS INSTITUTE OF DESIGN

CORRESPONDING MEMBER SCHOOLS

SCHOOL YEAR 1951-1952

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DEPARTMENT OF ARCHITECTURE

AMERICAN INSTITUTE OF ARCHITECTS
AMERICAN INSTITUTE OF DECORATORS
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
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THE BULLETIN OF THE

BEAUX-ARTS INSTITUTE OF DESIGN

SEPTEMBER 1952 VOL. XXVIII NUMBER SIX SCHOOL YEAR 1951-1952

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THE BULLETIN IS ISSUED BY THE BEAUX-ARTS INSTITUTE OF DESIGN, 115 EAST 40TH ST. NEW YORK 16, NEW YORK. THE SUBSCRIPTION RATE TO THE BULLETIN WITHOUT REPRODUCTIONS IS $2.00 FOR THE SCHOOL YEAR AND WITH REPRODUCTIONS $25.00 FOR THE SCHOOL YEAR. SUBSCRIPTIONS FOR THE BULLETIN WITH REPRODUCTIONS MUST BE ENTERED BEFORE THE FIRST JUDGMENT OF THE SCHOOL YEAR, AFTER THAT DATE SUBSCRIBERS MUST PAY AN ADDITIONAL CHARGE OF 50 CENTS FOR EACH PLATE THAT HAS BEEN ISSUED PRIOR TO PLACING HIS SUBSCRIPTION. SINGLE REPRODUCTIONS OF THE CURRENT SCHOOL YEAR'S WORK MUST BE PURCHASED AT 50 CENTS A PRINT; REPORTS OF WORK OF ANY PREVIOUS SCHOOL YEAR IF AVAILABLE $1.00 PER PRINT OR REPORT.

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BEAUX-ARTS INSTITUTE OF DESIGN
DEPARTMENT OF ARCHITECTURE

1951-1952 FIFTY-NINTH SCHOOL YEAR
115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE ANY 5 CONSECUTIVE WEEKS BETWEEN JUNE 23 AND AUGUST 16, 1952

JUDGMENT ABOUT AUGUST 26, 1952

A LARGE SHOPPING CENTER

CLASS A PROBLEM 5

Architectural Forum—Magazine of Building Prize

A GROUP PLAN FOR THE DECENTRALIZING AUTOMOBILE AGE IN WHICH WE LIVE. NOT ONLY WILL PARKING, PEDESTRIAN TRAFFIC AND SERVICE TRUCKING HAVE TO BE SOLVED, BUT APPEALING MERCHANDISING TECHNIQUES STUDIED FOR THE SHOPS THEMSELVES.

AUTHORS—BRUNO FUNARO, A.I.A., New York, N. Y., studied architecture and city planning in Rome and at Columbia University, where in 1936 he received his Master's degree in architecture. In 1948 he was awarded the McKim Fellowship in Columbia University, with a grant for a study leading to the book "Shopping Centers—Design and Operation," by Baker and Funaro. Mr. Funaro is a member of Howard T. Fisher & Associates, Architects, Planners and Industrial Designers.

HOWARD T. FISHER, A.I.A., Chicago, Illinois, studied architecture at Harvard University, starting his professional career in Chicago in 1928. In addition to the general practice of architecture, he has devoted a major portion of his professional efforts to a variety of projects in the construction field requiring special study and investigation. Research assignments of this character have included work on housing and on building products, methods, shopping centers.

The owner of a suburban garden-apartment development, housing about 1000 families, has hired you as the architect for a shopping center which is to be built on a 39-acre plot reserved for that purpose at a corner of his development.

This shopping center is designed to serve the tenants of the garden-apartments and also to become the major shopping center for the fast growing middle-class residential district in which it is located. The owner, with the guidance of a market analyst and after preliminary negotiations with the potential key tenants, has prepared the preliminary list of stores and requirements attached to this problem.

You are engaged to prepare a **preliminary** design based on the requirements specified by the owner (minor variations being permissible). Your design is to give the owner and his associates an idea of what the shopping center is going to look like and also to give the rental agents attractive sales aids for their negotiations with prospective tenants.

The owner wishes to stress that this project is definitely of a preliminary nature; many changes will occur after the negotiations with the tenants are completed, but your project still has to give these tenants a clear **realistic** idea of the **finished product.** Therefore, while you are encouraged to concentrate your efforts on the overall conception of the plan, rather than on relatively minor details, you are also requested, using your skill and imagination and making whatever assumptions may be necessary, to give your rendition a finished appearance intended for the layman.

The owner has no preconceived ideas about the design of the center, but he feels that many of the existing shopping centers have not succeeded in solving the relationship of the different circulations: Shoppers arriving and departing in their autos, shoppers on foot doing their buying; and trucks servicing the stores. He finds another weakness in most of the existing centers in the link (or rather the lack of a link) between the merchandise and the customers' parked cars. Parcel pick-up stations and auto-shopping techniques should be considered.

This project is being planned as a long-term investment. The owner realizes that the soundness and also the inventiveness of your design will have a great influence in the continuing success of the shopping center. You are requested to design the center in anticipation of the most progressive and forward looking merchandising techniques which the future is likely to produce.

STORE LIST AND REQUIREMENTS:

Type	Gross Ground Coverage in Sq. Ft. (Includes selling space and service space
1. Department Store (branch of a major downtown store) 2-story and basement	80,000
2. Department Store (Sears, Roebuck type)	40,000
3. Women's Wear	4,000
4. Women's Wear	2,000
5. Lingerie	1,000
6. Children's Wear	3,000
7. Men's Wear	4,000
8. Family Shoes	2,000
9. Toys, Children's Furnishings	1,500
10. Fabrics	2,000
11. Drugs	3,500
12. Variety (5 & 10)	12,000
13. Radio and Television	1,500
14. Household Appliances	1,500
15. Florist	1,500
16. Books and Stationery	1,500
17. Jewelry and Gifts	1,500
18-22. Five Small Stores: (news, candy, etc. at 500 sq. ft. each)	2,500

23. Supermarket	10,000
24. Bakery	2,000
25. Delicatessen	1,500
26. Liquor	1,500
27. Restaurant	7,000
28. Tavern	1,000
29. Cleaners	1,500
30. Laundry	500

The following services may be accommodated either on a second floor or ground floor:

Doctors' Offices	15,000
Administration	1,500
Beauty Shop	1,500
Barber	1,000

Provide Also: One gas station with facilities for minor repairs; one children's day nursery (approximately 1500 sq. ft.) with outdoor playground; facilities for outdoor shows and exhibitions; public toilets; parking for 2000 customers' cars and 600 employees' cars.

Suggest location of sheltered bus stops along Avenues A and B. A central heating and air conditioning plant will be located in the basement. Plan of this does not need to be shown. Stores No. 2 thru No. 30 are to be one story and basement, except for the major department store, and those with a second floor for doctor's offices, administration, etc., as noted above.

REQUIRED: (Sheet size 31" x 40")

1. General Plan at Ground Floor level (scale o equals 100 feet). Indicate columns but omit layou in stores. Clearly label names and ground cove all stores. Indicate in different ways walls which ar predominantly solid and those which are to be p nantly glazed. Include in this plan parking layo outline of landscaped areas.

2. Plans of all second floor spaces (scale 1" 100').

3. Bird's-eye perspective covering most of the and all of the buildings.

4. Three or more small explanatory sketches (s perspectives, diagrams) helpful to explain the m tures of the project.

RECOMMENDED READING:

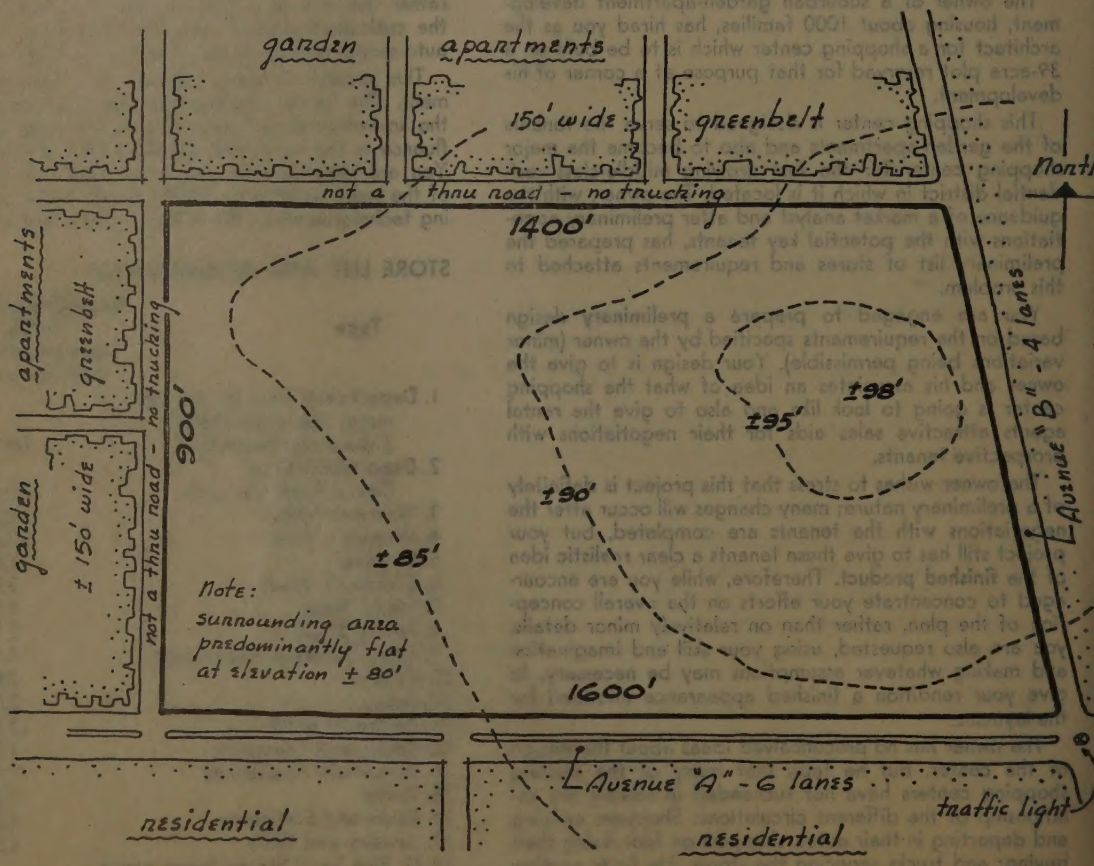
Shopping Centers by Baker & Funaro, Reinhold ing Corporation, 1951

Architectural Record
March 1951 (pgs. 121-131)
August 1949 (pgs. 110-135)

Architectural Forum
August 1950 (pgs. 106-121)
March 1949 (pgs. 114-124)

ADDITIONAL PRIZE:

Mr. Funaro will offer a copy of "Shopping C thru the courtesy of the Reinhold Publishing C tion, to the winning design.



MANDATORY REQUIREMENTS AND REGULATIONS GOVERNING THIS PROBLEM ARE STATED IN THE CIRCULAR OF IN TION OF THE DEPARTMENT OF ARCHITECTURE FOR THE SCHOOL YEAR 1951-1952. A COPY WILL BE SENT ON

CLASS A PROBLEM 5

A LARGE SHOPPING CENTER
MAGAZINE OF BUILDING PRIZE-
ARCHITECTURAL FORUM

AUTHORS - BRUNO FUNARO, NEW YORK N.Y.
HOWARD T. FISHER, CHICAGO

JURY OF AWARD - AUGUST 26, 1952

JACQUES DELAMARRE
JOSE A. FERNANDEZ
ARTHUR S. DOUGLASS, JR.
DOUGLAS HASKELL
MORRIS KETCHUM
MICHAEL M. HARRIS
J. STANLEY SHARP
WYNANT D. VANDERPOOL, JR.

VISITOR: PROFESSOR STOUSLAND, MIAMI UNIVERSITY, OXFORD, O.

PARTICIPANTS:
OKLAHOMA AGRIC. & MECH. COLLEGE, STILLWATER, OKLA.
UNIVERSITY OF NOTRE DAME, NOTRE DAME, INDIANA

REPORT OF THE JURY - BY MORRIS KETCHUM, JR.

THE STUDENTS WERE GIVEN A CLEAR, CONCISE PROGRAM WHICH EMPHASIZED THAT THE MERCHANDISING FUNCTION OF A SHOPPING CENTER MUST BE SERVED BY WELL STUDIED TRAFFIC ROUTES FOR AUTOS, PEDESTRIANS AND TRUCKS. TOO MANY DID NOT REALIZE THAT A GOOD SOLUTION MUST BE BASED ON GOOD SITE PLANNING, WITH EVERY ELEMENT OF THE PROBLEM CLOSELY INTEGRATED. THE MAJORITY OF THOSE BELOW MEDAL CALIBRE DISREGARDED ONE OR MORE OF THE FOLLOWING IMPLIED BASIC REQUIREMENTS OF GOOD SHOPPING CENTER DESIGN:

1. PARKING SPACES SHOULD BE WELL DISTRIBUTED AROUND THE BUILDINGS, WITH MORE SPACES ALLOCATED TO THE LARGER RETAIL BUILDINGS, FEWER TO THE SMALL SHOPS AND SERVICE STORES.

2. PARKING AREAS SHOULD BE SERVED BY PERIMETER ROADWAYS LEADING TO A SERIES OF U-SHAPED AISLES LINED WITH 90 DEGREE CAR SPACES.

3. NO HIGH-SPEED ROADWAYS SHOULD BE LOCATED BETWEEN BUILDINGS AND PARKING SPACES WHERE FOOT TRAFFIC FROM THE PARKING LANES MUST CROSS THEM.

4. PEDESTRIAN TRAFFIC ROUTES FROM CAR SPACES TO BUILDINGS AND THEN FROM BUILDING TO BUILDING MUST BE KEPT AS SHORT AS POSSIBLE.

5. ONE-SIDED INTERIOR MALLS OR UNNECESSARILY WIDE MALLS CREATED MAXIMUM WALKING DISTANCES FOR FOOT TRAFFIC.

6. THE MAJORITY OF STORES SHOULD FACE ON THE INTERIOR MALL AND THOSE WITH ENTRANCES OR ALLEYS MUST BE EASILY FOUND.

7. RETAIL BUILDINGS HAVING THE GREATEST CUSTOMER PULLING POWER MUST BE SO LOCATED THAT SHOPPERS ON FOOT ARE KEPT ON THE MOVE PAST THE SMALLER RETAIL UNITS.

8. SHOPS AND STORES SELLING SIMILAR MERCHANDISE ARE BEST GROUPED TOGETHER.

PLACE A FIRST PRIZE:

A LARGE PROFITABLE CITIZEN
MAGAZINE FOR BUILDING PRIZES.
ARCHITECTURAL FORUM

PRIZE OF AWARD - MONDAY 3RD, 1952

JUDGES DELIBERATE
JOHN A. FITZMAURICE
ARTHUR D. BOHLEBERG.

ROBERT LE MARCHAND
MORRIS STEVENS
HIRAMAN M. HURSTS.

M. STANLEY SHAW
WARREN D. WANDERFOOD, JR.

VISITING: PROFESSOR STANLAND, MIAMI UNIVERSITY, OXFORD, O.

PRACTICE:
DELAMAR ADRIAN, & HOUR, SOMERSET, TITHLEVERS, OHIO.
UNIVERSITY OF WINTER CORE, MERRY OAKS, INDIANA.

REPORT OF THE JURY - BY MORRIS STEVENS, JR.

THE STUDENTS WERE GIVEN A CLEAR, CONCISE PROGRAM WHICH EMPHASIZED THAT THE DEVELOPMENT INDUSTRY OF A SMALL-TOWN CLOSED SHOP MUST BE GUARDED BY A FULL STUDIED TRAFFIC POLICY FOR AUTOS, PEDESTRIANS AND TRUCKS. YOU MAY DOUBT OUR REALIZE THAT A GOOD SHOPPING MALL MUST BE BASED ON GOOD SITE ACCESSIBILITY, WITH EASY CLOSENESS OF THE PRODUCER CLOSELY INTERCAPTED. THE MAJORITY OF THOSE SCHOOL MEDAL COLLEGE DISCRIMINATION WAS DO NOTE OF THE FOLLOWING INVITED BASIC REQUIREMENTS OF GOOD SHOPPING CENTER DESIGNS:

1. PARKING SPACES SHOULD BE WELL DISTRIBUTED AROUND THE BUILDINGS, WITH MORE SPACES ALLOCATED TO THE LARGER RETAIL BUILDINGS, EASY TO THE SMALL LOCAL AND SERVICE SHOPS.

2. PARKING AREAS SHOULD BE SCREEN BY PLANTING HEADWAYS LEADING TO A SERIES OF U-SHAPED AISLES LINED WITH 90 DEGREE CAR SPACES.

3. NO HIGH-SPEED ROADWAYS SHOULD BE LOCATED BETWEEN BUILDINGS AND PARKING SPACES WHERE THEY TRAFFIC FROM THE PARKING LANES MUST CROSS THEM.

4. PROTECTION TRAFFIC ROUTES FROM CAR SPACES TO BUILDINGS AND THEN FROM BUILDING TO BUILDING MUST BE SIMPLE AS SHORT AS POSSIBLE.

5. ONE-STORY STORING BUILDS OR UNDERSTANDING WORK BEST A DIRECTED MAXIMUM SHOPPING DISTANCES FOR FOOT TRAFFIC.

6. THE MAJORITY OF STORES SHOULD FACE ON THE INTERIOR MALL AND THOSE WITH SHOWCASES OR ALLEYS SHOULD BE SHORTLY TURNED.

7. EXTERNAL SIGNS DURING DAYTIME THE DEFINITELY DISTURBING PARKING TOWERS MUST BE ON LOCATED THAT SHOPPERS ON FOOT ARE KEPT ON THE MORE FAST THE VEHICLES ON STREET CENTER.

8. SHOPS FOR A WHOLE SELLING SPECIAL BUSINESSES ARE BEST GROUPED TOGETHER.

ON THE OTHER HAND, BY USING AN UNDERGROUND TRUCK TUNNEL - A SIMPLE, EFFICIENT, THOUGH EXPENSIVE DEVICE - THE STUDENTS WERE ABLE TO SOLVE SUCCESSFULLY, SERVICE TRUCK TRAFFIC.

THE JURY FELT THAT GOOD SITE PLANNING WAS THE FIRST CONSIDERATION, GOOD BUILDING DESIGN THE SECOND, AND WELL STUDIED DETAIL THE FINAL CONSIDERATION IN APPRAISING EACH ENTRY. IN GENERAL, IT WAS DISAPPOINTING THAT SO MANY ENTRIES SACRIFICED TRAFFIC CONTROL AND PARKING DISTRIBUTION TO SOME ECCENTRIC BUILDING LAYOUT OR ELSE FAILED TO GRASP THE IMPORTANCE OF LOGICAL STORE LOCATIONS ALONG THE MALL. AWARDS WERE GIVEN TO THOSE FEW ENTRIES WHICH MOST SUCCESSFULLY SOLVED EVERY ELEMENT OF THE PROBLEM.

THE ARCHITECTURAL FORUM FIRST PRIZE AND FIRST MEDAL: E. R. HOERMANN, OKLAHOMA A. & M. COLLEGE: AN EXCELLENT OVERALL PLAN, WITH GOOD PARKING DISTRIBUTION, SHOPPING TRAFFIC ROUTES AND BUILDING LOCATIONS, WON THIS ENTRY ITS TOP AWARD. THE CENTRAL MALL WAS GIVEN AN ATTRACTIVE ASYMETRICAL TREATMENT. THE JURY WAS CRITICAL OF SOME DETAILS - TOO MANY STORE FRONTS FACED THE PARKING AREAS AS WELL AS THE MALL, PARKING ARRANGEMENTS COULD HAVE BEEN IMPROVED. THEY FELT, NEVERTHELESS, THAT THIS SOLUTION WOULD PRODUCE AN ATTRACTIVE, EFFICIENT CENTER WITH GREAT POSSIBILITIES FOR FINAL DEVELOPMENT.

ARCHITECTURAL FORUM SECOND PRIZE AND FIRST MEDAL: G.F.O'BRIEN, OKLAHOMA A. & M. COLLEGE: THIS ENTRY HAD THE SAME GOOD POINTS AS THE PREVIOUS ONE AND THE SAME WEAKNESSES. THE MALL ARRANGEMENT WAS LESS INTERESTING, ALTHOUGH ITS STARK RECTANGULARITY WAS RELIEVED BY TWO SMALL, FREE-STANDING BUILDINGS CONTAINING SMALL STORES. SOME OF THE JURY FELT THAT THESE SMALLER BUILDINGS MIGHT HAVE BEEN IMPROVED IN LOCATION HAD THEY BEEN PULLED AWAY MORE TOWARD THE CENTER OF THE MALL.

SECOND MEDAL - B.R.COLEY, OKLAHOMA A. & M, COLLEGE: THE DESIGN OF INDIVIDUAL BUILDINGS IN THIS SOLUTION WAS DISTINGUISHED BY LOGICAL STRUCTURE AND ATTRACTIVE DETAIL. THE VARIETY OF SHAPES AND SIZES IN ITS SHOPPING COURTYARDS WAS ALSO CONSIDERED A VALUABLE ASSET. ONLY THE FACT THAT PARKING AREAS WERE POORLY DISTRIBUTED AND THAT SOME OF THE SMALL STORE UNITS WERE VERY BADLY LOCATED ON OBSCURE ALLEYS PREVENTED THE JURY FROM GIVING THIS ENTRY ONE OF THE PRIZE AWARDS.

SUMMARY OF AWARDS:

2 FIRST MEDAL 1 SECOND MEDAL 2 MENTION 10 NO AWARD 15 TOTAL

OKLAHOMA A. & M. COLLEGE: FIRST MEDAL- E.R.HOERMANN, FIRST PRIZE, G.F.O'BRIEN, SECOND PRIZE. SECOND MEDAL- B.R.COLEY. MENTION- V.M.PILAND, J.B.WALTON.

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CLASS A PROBLEM 5 - A LARGE SHOPPING CENTER
AUGUST 26, 1952 ARCHITECTURAL FORUM - MAGAZINE OF BUILDING PRIZE

80.	E.R.HOERMANN, OKLAHOMA A. & M. COLLEGE	FIRST MEDAL, FIRST PRIZE
81.	G.F.O'BRIEN, OKLAHOMA A. & M. COLLEGE	FIRST MEDAL, SECOND PRIZE
82.	B.R.COLEY, OKLAHOMA A. & M. COLLEGE	SECOND MEDAL

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THE ARCHITECTURAL FORUM FIRST PRIZE AND FIRST MEDAL: E. R. HOFMANN, OKLAHOMA A. & M. COLLEGE: AN EXCELLENT OVERALL PLAN, WITH GOOD PARKING DISTRIBUTION, PROVIDING TRAFFIC ROUTES AND BUILDING LOCATIONS, FOR THIS ENTRY ITS TOP AWARD. THE CENTRAL MALL WAS GIVEN AN ATTRACTIVE ADVERTISING TREATMENT. THE JURY WAS CRITICAL OF SOME DETAILS - TOO MANY ROWS FROMTS FACING THE PARKING AREAS AS WELL AS THE MALL, PARKING ARRANGEMENTS COULD HAVE BEEN IMPROVED. THEY FELT, HOWEVERTHELESS, THAT THIS SOLUTION WOULD PRODUCE AN ATTRACTIVE, EFFICIENT CENTER WITH GREAT POSSIBILITIES FOR FUTURE DEVELOPMENT.

ARCHITECTURAL FORUM SECOND PRIZE AND FIRST MEDAL: G.F.O'BRIEN, OKLAHOMA A. & M. COLLEGE: THIS ENTRY HAD THE SAME GOOD POINTS AS THE PREVIOUS ONE AND THE SAME DEFICIENCIES. THE MALL ARRANGEMENT WAS LESS INTERESTING, ALTHOUGH ITS STAGE ACCOMODABILITY WAS RELIEVED BY TWO SMALL, FREE-STANDING BUILDINGS CONTAINING SMALL STORES. SOME OF THE JURY FELT THAT THESE SMALLER BUILDINGS MIGHT HAVE BEEN IMPROVED IN LOCATION AND THEY SEEM VALUED ADDY MORE TOWARD THE CENTER OF THE MALL.

SECOND AWARD - R.A.DOLEY, OKLAHOMA A.& M. COLLEGE: THE DESIGN OF INDIVIDUAL BUILDINGS IN THIS SOLUTION WAS DISTINGUISHED BY LOGICAL STRUCTURE AND ATTRACTIVE DETAIL. THE VARIETY OF SHAPES AND SIZES IN ITS SHOPPING CONTAINER WAS ALSO CONSIDERED A VALUABLE ASSET. ONLY THE FACT THAT PARKING AREAS WERE POORLY DISTRIBUTED AND THAT SOME OF THE SMALL STORE UNITS WERE VERY BADLY LOCATED AND DETRACT ALLEYS PREVENTED THE JURY FROM GIVING THIS ENTRY ONE OF THE PRIZE AWARDS.

SUMMARY OF AWARDS:

2 FIRST MEDAL 1 SECOND MEDAL 2 MENTION 10 NO AWARD 15 TOTAL

OKLAHOMA A. & M. COLLEGE: FIRST MEDAL- E.R.HOFMANN, FIRST PRIZE, G.F.O'BRIEN, SECOND PRIZE. SECOND MEDAL- R.A.DOLEY. MENTION- V.H.FILLMER, A.W.WALTON.

INDEX OF REPRODUCTIONS:

CLASS A PROBLEM 3 - A FLAGE DEPARTMENT STORE
JANUARY 26, 1952 ARCHITECTURAL FORUM - MAGAZINE OF BUILDING PRIZE

80. E.R.HOFMANN, OKLAHOMA A. & M. COLLEGE FIRST MEDAL, FIRST PRIZE
81. G.F.O'BRIEN, OKLAHOMA A. & M. COLLEGE FIRST MEDAL, SECOND PRIZE
82. R.A.DOLEY, OKLAHOMA A. & M. COLLEGE SECOND MEDAL

BEAUX-ARTS INSTITUTE OF DESIGN
DEPARTMENT OF ARCHITECTURE

1951-1952 FIFTY-NINTH SCHOOL YEAR
115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE ANY 5 CONSECUTIVE WEEKS BETWEEN JUNE 23 AND AUGUST 16, 1952

JUDGMENT ABOUT AUGUST 26, 1952

A MANUAL SKILLS ANNEX FOR AN EXISTING HIGH SCHOOL

CLASS B PROBLEM 5

THE PROBLEMS OF VERTICAL PLANNING, DIFFERENT STORY HEIGHTS, MACHINE SHOPS, CLASSROOMS, OFFICES, ETC., ARE TO BE STUDIED IN THIS EXAMPLE OF INSTITUTIONAL ARCHITECTURE TO BE BUILT IN CONNECTION WITH A LARGE PUBLIC HIGH SCHOOL.

AUTHOR—PHILIP WILL, JR., Chicago, Illinois, was graduated from Cornell's School of Architecture in 1930, where he received the Shreve, Lamb and Harmon Fellowship, and entered partnership with Lawrence B. Perkins in 1935. The firm presently has offices in Chicago and White Plains, N. Y. and is best known for its school work. Mr. Will is active in the A.I.A., having served as Director of the Chicago Chapter; he is a Fellow of the Institute and is a visiting critic for several architectural schools.

PROBLEM:

The Board of Education in a large city proposes to build an annex for one of its High Schools. The High School in question is an old but well-maintained building located in a built-up area of the city where land is at a premium and population density is high. In line with current educational theory, the Board recognizes:

1) That High School graduates need training in the manual arts, an appreciation of manual skills, and an understanding of their place in our society;
2) That such training is important not only to those students who enter the "trades" as a means of livelihood but also to those who eventually seek further academic training leading to a profession, management, white collar work or even housekeeping;
3) That true vocational training is now best conducted by industry and the trades themselves.

The Board also is aware that the adult population of the community has increased leisure time and wishes to use the same facilities provided for the students to develop hobbies and new skills, space and equipment for which they cannot afford individually in their own home.

Our project, therefore, is the design of a **Skills Annex** for the High School to satisfy the needs stated above.

THE SITE:

The property is level. It is 101' deep and its 153' frontage faces east on a street of mixed commercial and apartment development. The east property line is a 12 foot sidewalk and the west a 25' alley. The building to the north is built along the entire 101' property line and its south wall is 22' high of unpierced brick.

The existing High School on the south property line consists of a basement plus 3 stories, is 70' deep and is set back approximately 5' from the east property line. The open area between the present school building and the alley may not be built upon.

The new annex shall be planned as a separate structure, therefore a connecting passageway to the existing High School need not be considered as part of the problem.

PROGRAM:

The Board of Education (client) leaves to the discretion of the architect the number of floors to be built. It has requested, however, that as much land as possible be left open and landscaped in order to contrast with the otherwise congested city area.

Elements:

The building is to be comprised of the following (areas given are approximate net requirements; a variation of plus or minus 10% will be allowed):

(1) A building trades shop (2000 sq. ft.)—
To include area for household wiring and electrical repair problems—rough carpentry, masonry, etc., tools, project storage, stock and office.
(2) A general woodwork shop (2000 sq. ft.)—
Tools, tables, project storage, stock, office.
(3) A metal shop (2000 sq. ft.)—
Integrated areas for forge, foundry, sheet metal and machine metal instruction, stock project storage, office.
(4) Auto mechanics instruction area (1000 sq. ft.)—this area must be on ground floor so that an automobile may be driven in.
No pits, but chain hoist, equipment for vulcanization etc., generator, tool storage. Direct access to metal shop.
(5) Finishing rooms (200 sq. ft. each)—
One with access to general woodwork shop; other with access to metal shop.
(6) A theory, display and planning classroom (600 sq. ft.)
(7) Graphic arts workshop (2000 sq. ft.)—
To house such equipment as linotype, press, cutter, composing, binder, type storage, mimeo, paper stock for convenient use.
(8) Photographic workshop (1000 sq. ft.)—
Studio space, equipment storage, dark room for printing and photogram work, dark closets for developing.
(9) Combined product design and drafting room (possible use for commercial art) (700 sq. ft.)
(10) Visual aid, lecture and meeting room to seat 120.

(11) A small library reference room (400 sq. ft.)
(12) Toilet and washing facilities.
(13) Janitors storage, tool and equipment maintenance at the discretion of the designer.
(14) Lounge(s) for students and evening adult groups.
(15) First aid room.
(16) Receiving room.
(17) Lobbies, corridors, other circulation, etc.

All additional services such as lunch room, school store, teachers rooms, heating plant, etc., are assumed to be located in the adjacent existing school building. Note, however, that for evening adult classes the new Skills Annex may be operated independently.

DISCUSSION:

The Annex is scheduled to house as many as 200 students (about 150 boys and 50 girls) at any given time during a full program of use. This is exclusive of the large lecture room. Display facilities as an integral part of the design are desired. Each workshop is to be designed for twenty students. All parts of the shops should be visible to the instructor. Adequate teacher supervision is necessary at all times. The ceiling height of workshops may vary with the size and character of the shop. Constant high level lighting in all shop areas is important both day and night.

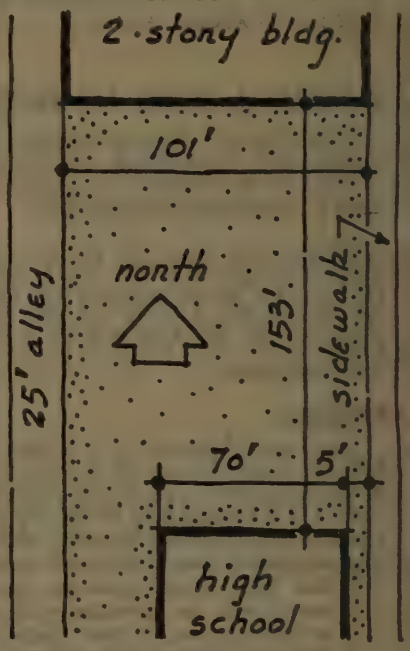
All practice in manipulative skills will be accompanied by inculcating an awareness of the relationship of those skills to each other and to academic bases. As a furtherance to this there should be an integration of related shops, such as auto shop and metal shop—graphic arts and drafting room—photographic shop and graphic arts.

The product design room will be used as a central planning room so that projects conceived by the individual student designers can be planned here and can be made in mock-up or model in the various shops thus utilizing the school's facilities for translating a concept into a reality. This means that there must be easy access for interchange of students' raw materials and projects from one area of endeavor to another both vertically and horizontally. It is essential to obtain the best inter-relationships of the various shops in the vertical development forced by the restricted site. Attention should be given to traffic pattern and arrangement for materials delivery all with regard for fire safety.

The equipment mentioned for the various instruction areas need not be indicated in detail, however the equipment should be kept in mind at all times when planning the larger spaces.

REQUIRED: (sheet size 31" x 40")

1. Plan of entire site at grade at 1/16" scale.
2. Plan of other floors not included in above a
scale.
3. The two most important elevations at 1/16"
4. Section at 1/16" scale.



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1940, pp. 87-114

Planning and Equipping Industrial Arts Labora
American School and University 1939, pp. 508

Program and Equipment for Industrial Educati
Progressive School—American School and U
1937, pp. 485 to 489

Shop Planning Principles—American School and
sity 1935, p. 349

Planning the School Shop—Bruce's 1932 Scho
Annual, Bruce Publishing Company, Milwaukee

Some Principles Underlying Shop Equipment and
—Bruce's 1932 School Shop Annual, Bruce P
Company, Milwaukee.

MANDATORY REQUIREMENTS AND REGULATIONS GOVERNING THIS PROBLEM ARE STATED IN THE CIRCULAR OF I
TION OF THE DEPARTMENT OF ARCHITECTURE FOR THE SCHOOL YEAR 1951-1952. A COPY WILL BE SENT ON

CLASS B PROBLEM 5 A MANUAL SKILLS ANNEX FOR AN EXISTING HIGH SCHOOL

AUTHOR - PHILIP WILL, JR., CHICAGO, ILL.

JURY OF AWARD - AUGUST 26, 1952

JACQUES DELAMARRE
ARTHUR S. DOUGLASS, JR.
JOSE A. FERNANDEZ
HARMON H. GOLDSTONE
MICHAEL M. HARRIS
MORRIS KETCHUM, JR.
J. STANLEY SHARP
WYNANT D. VANDERPOOL, JR.

PARTICIPANTS:

OKLAHOMA A. & M. COLLEGE
SAN FRANCISCO ARCHITECTURAL CLUB
UNIVERSITY OF NOTRE DAME
UNAFFILIATED - MILWAUKEE, WISC.

REPORT OF THE JURY - BY JACQUES L. DELAMARRE

IN JUDGING THE SUBMISSIONS, THE JURY FELT THAT THE THREE MOST IMPORTANT ELEMENTS OF THE PROGRAM WERE AS FOLLOWS:

A. MAXIMUM GROUND AREA TO BE LEFT OPEN;
B. PROPER INTER-RELATIONSHIP OF THE GROUPING OF DEPARTMENTS;
C. GOOD LIGHTING, AIR AND CIRCULATION.

THE MAJORITY OF THE PROBLEMS WERE FAIRLY WELL HANDLED, SHOWING IMAGINATION, STUDY AND THOUGHT. IT WAS THE OPINION OF THE JURY THAT THE MOST LOGICAL SOLUTION OF THE PROBLEM WAS A THREE-STORY BUILDING, WHICH RESULTED IN A SUFFICIENTLY OPEN GROUND FLOOR AREA AND A REASONABLE GROUPING OF DEPARTMENTS ON EACH OF THE THREE FLOORS. A TWO-STORY AND BASEMENT PLAN DID NOT APPEAR TO BE A SUCCESSFUL SOLUTION. COMPLICATIONS IN PROVIDING RAMPS AND DRIVEWAYS FOR THE AUTOMOBILE SHOP AND RECEIVING ROOMS WOULD DEFINITELY PRECLUDE SUCH A SOLUTION. A TWO-STORY BUILDING OCCUPIED TOO MUCH OF THE LOT AREA AND CREATED AN OVER-LAPPING OF GROUPING OF DEPARTMENTS. A FOUR-STORY BUILDING DID NOT SEEM ECONOMICALLY SOUND. SINCE IT NECESSITATED PROVIDING A PASSENGER ELEVATOR WHICH WOULD BE AN ADDITIONAL CONSTRUCTION AND MAINTENANCE EXPENSE.

IT WAS FELT THAT THE GROUPING OF THE VISUAL AID ROOM, LIBRARY, CLASSROOM AND LOUNGE ROOM WAS HIGHLY DESIRABLE, ESPECIALLY NEAR THE ENTRANCE TO THE BUILDING, OR ELSE EASILY ACCESSIBLE FROM THE LOBBY BY A STAIR, THEREBY PERMITTING PEOPLE TO AVAIL THEMSELVES OF THESE ROOMS WITH A MINIMUM AMOUNT OF CIRCULATION AND WITH THE LEAST DISTURBANCE TO THE REST OF THE BUILDING.

LIGHT AND AIR BEING, OF COURSE, A HIGHLY IMPORTANT ITEM IN A BUILDING OF THIS TYPE, EVERY EFFORT SHOULD HAVE BEEN MADE TO OBTAIN A MAXIMUM FROM THE FRONT AND REAR WALLS. DUE TO THE PROXIMITY OF ADJOINING BUILDINGS TO EITHER SIDE, THE LIGHT AND AIR AVAILABLE FROM THOSE ELEVATIONS WOULD BE LIMITED. FULL ADVANTAGE OF THIS NATURAL LIGHT SHOULD HAVE BEEN TAKEN AND ROOMS REQUIRING LIGHT LOCATED ACCORDINGLY, BUT IN NO EVENT WASTED ON CORRIDORS OR UNIMPORTANT ROOMS.

GOOD CIRCULATION FROM ONE DEPARTMENT TO ANOTHER IS VITAL IN THE PROPER OPERATION OF THIS TYPE OF BUILDING. NO DEPARTMENT SHOULD HAVE BEEN MADE ACCESSIBLE ONLY BY GOING THROUGH ANOTHER DEPARTMENT.

FIRST MENTION PLACED - C.H.PASEUR, OKLAHOMA A. & M. COLLEGE: THREE-STORY BUILDING, WELL PLANNED, GOOD CIRCULATION. VISUAL AID ROOM WELL LOCATED. GOOD GROUPING OF ELEMENTS. GOOD LIGHT AND AIR AND WELL DESIGNED. RECEIVING DOCK FOR DELIVERIES SHOWS THOUGHT. LOUNGE ROOM ON SECOND FLOOR MIGHT HAVE BEEN BETTER LOCATED ADJACENT TO THE VISUAL AID ROOM ON GROUND FLOOR.

FIRST MENTION PLACED - H.H. BALL, OKLAHOMA A. & M. COLLEGE: THREE-STORY BUILDING WELL DESIGNED AND PRESENTED. GOOD PLAN AND CIRCULATION. MAXIMUM LIGHT AND AIR WHERE NEEDED. GOOD GROUPING. STORAGE AND LOCKER SPACE UNDER WINDOW-SILL SHOWS INGENUITY. DISPLAY ROOM WITHIN VIEW OF PEDESTRIANS ON GROUND FLOOR WELL THOUGHT OUT. VISUAL AID ROOM LOCATED ON THE FIRST FLOOR FOR EASIER ACCESS TO STREET MIGHT HAVE BEEN MORE DESIRABLE.

FIRST MENTION - J.L.SCEARCE, OKLAHOMA A. & M. COLLEGE: THREE-STORY BUILDING WELL DONE GENERALLY, ALTHOUGH THE USE OF THE FRONT WALL FOR WASHROOMS AND BLANK WALLS NOT GOOD PLANNING. MAXIMUM ADVANTAGE OF NATURAL LIGHT FOR PROPER DEPARTMENTS WOULD HAVE BEEN MORE DESIRABLE. GOOD CIRCULATION, WELL DESIGNED AND PRESENTED.

FIRST MENTION - E.M.TODD, OKLAHOMA A. & M. COLLEGE: THREE-STORY BUILDING WELL DESIGNED, ALTHOUGH INVOLVED IN DETAIL. GOOD GROUPING, GOOD CIRCULATION. THE USE OF BLANK WALLS AND THE PLACING OF UTILITIES ALONG THE FRONT WALL WASTEFUL OF LIGHT AND AIR. USE OF WINDOWS IN CERTAIN DEPARTMENTS OF THE NORTH WALL OPENING ON A COURT SEEMS INADEQUATE IN VIEW OF THE FACT THAT THE FRONT WALL OF THESE DEPARTMENTS ARE BLANK WALLS. LANDSCAPED GARDEN AREA EXTENDING UNDER A PORTION OF THE SECOND FLOOR INTERESTING.

SUMMARY OF AWARDS:

2 FIRST MENTION PLACED 2 FIRST MENTION 4 MENTION 7 NO AWARD 15 TOTAL

OKLAHOMA A. & M. COLLEGE: FIRST MENTION PLACED- H.H.BALL, C.H.PASEUR;
FIRST MENTION- E.M.TODD, J.L.SCEARCE. MENTION- L.O.BASS, A.D.CHU, W.C.THOMAS.
UNIVERSITY OF NOTRE DAME: MENTION-J.RICHMOND.

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AUGUST 26, 1952

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84.	H.H.BALL, OKLAHOMA A. & M. COLLEGE	FIRST MENTION PLACED
85.	J.L.SCEARCE, OKLAHOMA A. & M. COLLEGE	FIRST MENTION
86.	E.M.TODD, JR. OKLAHOMA A. & M. COLLEGE	FIRST MENTION

REPRODUCTIONS OF WORK OF THE CURRENT SCHOOL YEAR
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BEAUX-ARTS INSTITUTE OF DESIGN
DEPARTMENT OF ARCHITECTURE

1951-1952 FIFTY-NINTH SCHOOL YEAR
115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE ANY 5 CONSECUTIVE WEEKS BETWEEN JUNE 23 AND AUGUST 16, 1952

JUDGMENT ABOUT AUGUST 26, 1952

A MOTEL (A TOURIST CAMP)

CLASS C PROBLEM 5

A PROBLEM IN SITE PLANNING, CONSIDERATION TO BE GIVEN PRIMARILY TO THE ARRANGEMENT OF THE VARIOUS ELEMENTS OF THE PLAN, CIRCULATION AND TRAFFIC CONTROL.

AUTHOR—FREDERIC ARDEN PAWLEY, Washington, D. C. is a registered architect who has been engaged for many years in architectural research and its communication. He has published over fifty technical articles including the Building Type Study on Motels in the Architectural Record for March 1950. He is now research secretary for the American Institute of Architects and a contributing editor of the Architectural Record.

PROBLEM:

The design of a motel along a highway.

LOCATION:

The actual location is to be selected by each designer and designated on a section of a road map which shows the proximity of major towns, and the advantages of the site selected.

SITE:

It may be assumed that the site is level, adequately drained, has a scenic view, and will have a 700 foot frontage on the highway with a depth of 600 feet.

BUILDINGS:

The motel is to consist of:

20 rental units: bed-sitting room, bath, closet without door, each	250 sq. ft.
Porch or terrace not included in unit area	
Private office	100 sq. ft.
Lounge: front desk; telephone booths	240 sq. ft.
Manager's apartment: living room, dining space, kitchen, one bedroom, bath closets	900 sq. ft.
Linen and supply room: clean linen, soiled linen	200 sq. ft.
Maintenance shop and storage	250 sq. ft.

No filling station, restaurant, or special recreation facilities are to be included in this project.

REQUIRED: (sheet size 31" x 40")

Road map identifying location of site. Indicate north point.

Site plan at the scale of 1" equals 20'. Show complete driveways, parking and walk layout, entrance to the site, and location of buildings in block outline.

1/8" scale elevation or perspective of the highway entrance to the motel site.

REFERENCES:

Motels—Architectural Record, March 1950: pg. 110-131, 190—included bibliography.

How to Build & Operate Motor Courts & Highway Hotels —80 pg., plans, sketches, photos, included Architectural Record Article—available from Ahrens Publishing Co., 71 Vanderbilt Ave., New York 17, N. Y. for $1.25.

Time-Saver Standards—Architectural Record, 2nd edition, 1950; parking and driveway data pg. 555.

Architectural Graphic Standards—John Wiley, 4th edition, 1951; parking and driveway data pg. 476-486.

Motels (a chain and an individual job)—Architectural Record, July 1951: pg. 119-126.

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SUPPLEMENTAL RESEARCH DATA

FACTORS TO BE CONSIDERED IN MOTEL DESIGN,
PREPARED BY THE AUTHOR—FREDERIC A. PAWLEY.

Location:

- Meets money
- Relationship: to last overnight stop (average day's run)
  to city (most traveled route and proper side of city)
  to highway (for easy access)
- Location requires careful analysis, proceeding from large regional survey and consideration of urban proximity to the site.

Access:

- Stopping distances for average cars: 60 mph—400 ft.
  40 mph—200 ft.
- Ideal easy access from both directions of traffic rarely possible
- Dual-lane highways must have crossover
- Separate entrance and exit driveways based for turning off and merging for exit
- No obstruction to vision

ED A BROAD APPROACH TO THE SPECIFIC DETAILS.

Circulation Patterns and Control:

Two main daily circulation patterns:

- Guests in cars—arriving, parking and leaving (unit of scale is the automobile)
- Unit servicing—maids with linen and room supplies and cleaning equipment (10 units/maid)
  (Management inspection and maintenance work, regularly recurring operations, not requiring separate circulation study except for convenient location of office and maintenance shop.)

Control Problems for Manager Involve:

- Serving guests quickly at busy time each P.M.
  Assigning satisfactory room
  Check-in guests promptly and taking payment
  Giving local information on food, travel, etc.
- Supervising motel
  Checking maid service each A.M.
  Providing linen and supplies in location for use
  Inspecting units to assure readiness for guests
  Checking for repairs—utility and building main
  Site maintenance
  Buying supplies

Site Planning Factors: ITS

Buildings—Parking—Driveways—Walks

- Plan types
  2-4-6-8-10 unit groups
  Parallel rows
  L-shape, U-shape, irregular
- Planning driveways and parking:
  To office (local temporary parking)
  To parking closely related to rental unit
  To exit
  Avoid rake of headlights across bedroom wind
  Outdoor parking common in less severe climat
  See auto characteristics for driveway and p
  sign data
- Auto Characteristics:
  Effect on parking and driveways:
  Cars vary greatly in dimensions and mane
  Following areas and clearances are recomm
- Parallel parking: 22' wide 8' deep
- 90° parking: 8'6" wide x 18' deep
  30' traffic clearance betwe
  of 90° parking
- 45° parking: 12' wide x 16' deep
  15' traffic clearance betwe
  of 45° parking
- Curved drives: 20' minimum radius for inne

OR PARK.

LS OF PRACTICAL APPEAL. THE EXCESSIVE ROADWAYS AND THE LACK OF CONTROL

THE CONTROL POINT TO WHAT SEEMED AN UNREASONABLE DEGREE, AND FORCED

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CLASS C PROBLEM 5 — A MOTEL (A TOURIST CAMP)

AUTHOR - FREDERIC ARDEN PAWLEY, WASHINGTON, D.C.

JURY OF AWARD - AUGUST 26, 1952

LEOPOLD ARNAUD
WALKER O. CAIN
ALONZO W. CLARK, III
DOUGLAS HASKEL
HAROLD RAMBUSCH
MAURICE R. SALO

PARTICIPANTS:

OKLAHOMA A. & M. COLLEGE
SAN FRANCISCO ARCHITECTURAL CLUB
UNIVERSITY OF NOTRE DAME
UNAFFILIATED - NEW YORK CITY

REPORT OF THE JURY - BY WALKER O. CAIN

THIS PROGRAM DREW A COMPLETE SPECTRUM OF ENTRIES, RANGING FROM WHAT WAS OBVIOUSLY A FIRST ATTEMPT AT A CLASS C PROBLEM TO A FINAL SUBMISSION BEFORE GOING ON TO CLASS B. THE PROGRAM WAS ONE BASED ON A STUDY OF SETTING AND CIRCULATION ONLY, AND REQUIRED A BROAD APPROACH TO THE SPECIFIC DETAILS. THE DESIGNERS OF THE BETTER ENTRIES REFUSED TO BE LOST IN DETAILS, AND MET THE REQUIREMENTS IN THEIR SIMPLEST TERMS. THE LESSER ONES EITHER REPRODUCED THE WORST EXAMPLES OF EXISTING TOURIST SHACKS OR, IN STRIVING FOR SOMETHING DIFFERENT, MAY HAVE CONTRIVED SOMETHING WORSE.

THE JURY GAVE TOP AWARD TO A DESIGN THAT UPON THE FIRST REVIEWING, WAS ONE OF THE MOST INCONSPICUOUS ENTRIES. J. KILIAN'S (UNIVERSITY OF NOTRE DAME) SIMPLY PRESENTED, BUT NOTABLY WORKABLE SCHEME WAS AWARDED FIRST MENTION. IT FEATURED AN EASILY CONTROLLABLE, EXCELLENTLY DISPOSED ARRANGEMENT OF STRUCTURES, ALL OF WHICH ENJOYED MAXIMUM VIEW AND PRIVACY, WITH NO DISTURBANCE FROM THE DRIVEWAY OR HIGHWAY. IT COULDN'T HAVE BEEN SIMPLER.

A.A.ORR, OKLAHOMA A. & M. COLLEGE - FIRST MENTION: SUBMITTED A BEAUTIFULLY PRESENTED PROPOSAL, DISTRIBUTED HANDSOME CABIN GROUPS IN A PLEASING MANNER, BUT INTERRUPTED THE VIEW FROM THE ROOMS WITH THE INTERIOR DRIVEWAY. SINCE THIS WAS UNNECESSARY, AS DEMONSTRATED BY J.KILIAN, IT MILITATED AGAINST THIS SUBMISSION. AS SOME COMPENSATION FOR THE DRIVEWAY, THIS SCHEME PROVIDED AN ATTRACTIVE INTERIOR PARK.

C.R.REED, OKLAHOMA A. & M. COLLEGE - MENTION: THIS ENTRY CAUSED CONSIDERABLE DISCUSSION, AND NARROWLY MISSED BEING GIVEN A HIGHER AWARD. THE PERIPHERAL ROAD, AS IN THE ORR ENTRY, WAS CONSIDERED UNDESIRABLE, ESPECIALLY SINCE IN THIS CASE ITS ONLY FUNCTION WAS TO SERVE ONE CARPORT. HOWEVER, THE LAVISH (IF UNCALLED FOR) ROADSIDE DEVELOPMENT WAS HELD TO BE ATTRACTIVE TO MOTORISTS, AND THUS OF PRACTICAL APPEAL. THE EXCESSIVE ROADWAYS AND THE LACK OF COVERED WALKWAYS BETWEEN GARAGES AND ROOMS WERE EQUALLY DEPLORED.

OF THE NON-PREMIATED ENTRIES, G.LAREDO'S (NEW YORK CITY) HELD THE MOST PROMISE. HE GAVE HIS CABINS A MAXIMUM VIEW, UNMARRED BY THE DRIVEWAY, BUT ISOLATED THE CONTROL POINT TO WHAT SEEMED AN UNREASONABLE DEGREE, AND FORCED A MAJOR ROAD-BUILDING PROJECT ON THE MOTEL OWNER.

SUMMARY OF AWARDS:

2 FIRST MENTION 1 MENTION 5 NO AWARD 8 TOTAL SUBMITTED

OKLAHOMA A. & M. COLLEGE: FIRST MENTION- A.A.ORR. MENTION- C.R.REED.
UNIVERSITY OF NOTRE DAME: FIRST MENTION- J.KILIAN.

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CLASS C PROBLEM 5 - A MOTEL (A TOURIST CAMP)
AUGUST 26, 1952

BEAUX-ARTS INSTITUTE OF DESIGN
DEPARTMENT OF ARCHITECTURE

1951-1952 FIFTY-NINTH SCHOOL YEAR
115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE ANY 9 CONSECUTIVE HOURS BETWEEN JUNE 23 AND AUGUST 16, 1952

JUDGMENT ABOUT AUGUST 26, 1952

A POSTAGE STAMP

CLASS A SKETCH 5

EXCERPTS FROM A WELL KNOWN CRITIQUE ON THE DESIGN OF POSTAGE STAMPS BY THE AUTHOR, WILL ACCOMPANY THIS PROGRAM.

AUTHOR—ALINE B. LOUCHHEIM, New York, obtained a B.A. from Vassar in 1935 and an M.A. from the Institute of Fine Arts, New York University in 1940. From 1944 to 1948, she was on the staff of Art News, the last two years as Managing Editor. Since 1948, she has been Associate Art Editor and Critic of **The New York Times.** She is author of **5,000 Years of Art, A Pictorial History** and has written articles which have appeared in Atlantic Monthly, Vogue, Reader's Digest, etc. She won first prize in the international competition for art criticism at the Venice Biennale in 1950.

PROBLEM:

It is assumed that the United States Postal authorities have decided to issue a new stamp for special delivery service.

It is the wish of the postal authorities that this stamp will convey with visual clarity the idea of the service—its speed, its availability throughout the United States, its to-the-door delivery, its cost. It is also expected that the design of the stamp will be of such high quality as to influence the whole field of philatelic art in America.

Designers are advised to bear in mind that United States stamps are **engravings,** and are urged to design for this technique. They are also reminded that their renderings will be reduced 16 times: legibility, clarity, scale, etc. should be conceived so as to be appropriate to the stamp's final size.

The final overall size of the stamp is to be 1-9/16" long by 1" high to the outside edge and there shall be a blank margin of 1/16" wide from the edges of the engraving to the outside edge on all sides of the stamp.

The text required for the stamp is:

SPECIAL DELIVERY
AT ANY UNITED STATES POST OFFICE
UNITED STATES POSTAGE
20 CENTS

The typography should be carefully considered and should represent contemporary design. The numeral (20) MUST appear as a numeral, but, in addition, the word "twenty" MAY be written out. The stamp will be printed in monochrome; choice of color is considered to be part of the designer's problem.

REQUIRED: (Sheet size 22" x 30")

Rendering in monochromatic color of the stamp, enlarged to 16 times its actual size.

MANDATORY REQUIREMENTS AND REGULATIONS GOVERNING THIS PROBLEM ARE STATED IN THE CIRCULAR OF INFORMATION OF THE DEPARTMENT OF ARCHITECTURE FOR THE SCHOOL YEAR 1951-1952. A COPY WILL BE SENT ON REQUEST.

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UNITED STATES POSTAGE
20 CENTS

The typography should be carefully considered and should represent contemporary design. The numeral (20) MUST appear as a numeral, but, in addition, the word "twenty" MAY be written out. The stamp will be printed in monochrome; choice of color is considered to be part of the designer's problem.

REQUIRED: (Sheet size 22" x 30")

Rendering in monochromatic color of the stamp, enlarged to 16 times its actual size.

MANDATORY REQUIREMENTS AND REGULATIONS GOVERNING THIS PROBLEM ARE STATED IN THE CIRCULAR OF INFORMATION OF THE DEPARTMENT OF ARCHITECTURE FOR THE SCHOOL YEAR 1951-1952. A COPY WILL BE SENT ON REQUEST.

SUPPLEMENTARY DATA

EXCERPTS FROM MISS ALINE B. LOUCHHEIM'S WELL KNOWN ARTICLE "OUR STAMPS COULD BE ARTISTIC, TOO," WHICH APPEARED IN THE SUNDAY MAGAZINE SECTION OF THE NEW YORK TIMES, MAY 27, 1951.

These little adhesives, traveling even behind the iron Curtain, are silent but effective ambassadors everywhere. Foreign countries have long been aware of the stamp as a persuasive instrument of national advertising and publicity. Stamps have been used to play up such local attractions as the Moscow subway and to bait the tourist trade by showing famous works of art or such scenery as the yodel-echoing Alps; to advertise national products; to attract sportsmen by depicting eager fish or wind-tossed sails; and to boast of such fascinating flora and fauna as this Liberian hippopotamus: . . . Even our world organization recognizes the prestige of stamps. The United Nations recently announced that it will issue eleven postage and four airmail stamps especially designed for use on mail at its permanent headquarters.

So stamps admittedly make a bold impact and deserve attention. What, then, are the elements which lead to good or bad design? A traveling exhibition arranged by the Museum of Modern Art illustrates the answers to this question. Four problems must be taken into consideration in order to create a handsome stamp. They are: scale, fitness, unity and clarity.

First, the problem of scale. The stamp is small in area and obviously requires elements which will be in pleasing relationship to its size, neither too overpowering nor too minuscule.

Second, there is the element of fitness. Those designs which respect this quality by preserving and emphasizing it seem more successful than those which destroy it. The smallness of a stamp also seems to make illusions of depth uncongenial. Therefore, on two counts, there is something aesthetically disturbing in a framed, illusionistic picture of a building emerging from the distance . . . But there is a handsome and logical effect when the flatness of the paper is preserved . . .

By the same token, the profile silhouette of the low-relief medal type head, which is so commonly used, seems more satisfying than the three-quarter or full-face photo-graphic images which are so popular in our issues.

Third, there is the element of unity, a requirement of any design. The stamp presents the special problem of integration of image, numerals and letters. Mr. Whistler managed a very successful compositional unity in his famous "An Arrangement in Grey and Black" by careful adjustment of tones, planes and masses.

But when President Franklin D. Roosevelt made a sketch based on Whistler's painting for a stamp (to honor the occasion of Mother's Day), the result was hardly as successful.

For Whistler's curtain, black-framed picture an
arrangement of planes, Mr. Roosevelt subst
shaded background, the Old English and sans se
ing and the vase of flowers, achieving a rather
pictorial design. Moreover, it is questionable
Whistler's Mother herself looks as well when re
Mom-size . . .

Fourth, there is the question of clarity. A star
show its purpose, its country and its denomination
and directly.

It seems strange to argue, as certain Post O
partment officials do, that realistic effects are m
lar than abstract symbols when the so-called
produces . . . surrealist results . . .

Innumerable American and European stamps
examined in this same way, leading to the
conclusion that the design of our stamps is almo
inferior to that of every other country. Almost e
of ours violates known principles of design. T
clarity and effectiveness. They furnish potent a
for those who hold that Americans lack artistic
tence and good taste.

STAMP SIZE, 1" x 1-9/

Why should the appearance of our stamps
plorable? The reasons seem to lie in the attitu
Post Office Department and in our methods of
and execution.

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auspices of the Treasury Department Art Projec
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There are expert graphic artists in America;
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bad design—and at the same cost. There is n
prevent the Post Office Department from appo
advisory committee to be responsible for the
our postage stamps, or to conduct open or invi
petitions.

But until the department recognizes that the
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CLASS A SKETCH 5 — A POSTAGE STAMP

AUTHOR - ALINE B. LOUCHHEIM, NEW YORK, N.Y.

JURY OF AWARD - AUGUST 26, 1952

LEOPOLD ARNAUD
WALKER O. CAIN
ARTHUR S. DOUGLASS, JR.
MICHAEL M. HARRIS
DOUGLAS HASKELL
HAROLD RAMBUSCH
MAURICE R. SALO

PARTICIPANTS:
OKLAHOMA A. & M. COLLEGE
UNIVERSITY OF NOTRE DAME
WESTERN RESERVE UNIVERSITY, CLEVELAND.

REPORT OF THE JURY - BY LEOPOLD ARNAUD

THE JURY CONSIDERED PRIMARILY DIRECTNESS AND SIMPLICITY OF DESIGN. SINCE THE PROGRAM CLEARLY INDICATED THAT THE DRAWING SUBMITTED WAS TO BE REDUCED TO STAMP SIZE, 1" x 1-9/16", OBVIOUSLY ONLY A VERY STRAIGHT-FORWARD DESIGN WOULD BE LEGIBLE. MOST OF THE DRAWINGS SUBMITTED WERE DEFICIENT IN BOTH THEIR DESIGN QUALITY AND IN THE UNDERSTANDING OF THE USE OF LETTERING. MANY MERITORIOUS DESIGNS WERE DISCARDED BECAUSE OF THE POOR LETTERING INDICATED. THE ONLY PREMIATED SKETCH WAS WELL RENDERED AND PRESENTED, HOWEVER IT WAS FELT THAT IN ACTUAL EXECUTION THE CENTRAL FIGURE OF THE EAGLE WOULD BE MUCH TOO SMALL. MANY MEMBERS OF THE JURY CONSIDERED THAT EVEN THE PREMIATED DESIGN WAS TRITE IN ITS CONCEPTION. THE SUBMISSIONS AS A WHOLE WERE MOST DISAPPOINTING, PARTICULARLY AS THE PROGRAM WAS ACCOMPANIED BY A VERY WORTHWHILE ARTICLE BY A LEADING CRITIC ON THE SUBJECT. POINTS EMPHASIZED IN THE TEXT SUCH AS CLARITY OF DESIGN WERE COMPLETELY IGNORED. THE DEVELOPMENT OF THE FIELD OF GRAPHIC ART IN RELATION TO ARCHITECTURE WAS NEITHER WELL THOUGHT OUT NOR WELL EXECUTED.

SUMMARY OF AWARDS:

1 MENTION 1 HALF MENTION 7 NO AWARD 9 TOTAL SUBMITTED

OKLAHOMA A. & M. COLLEGE: MENTION- J.L.SAMUELSON. HALF MENTION- R.W.HARDIN.

INDEX OF REPRODUCTIONS:

CLASS A SKETCH 5 - A POSTAGE STAMP
AUGUST 26, 1952

NO REPRODUCTIONS.

BEAUX-ARTS INSTITUTE OF DESIGN

DEPARTMENT OF ARCHITECTURE

1951-1952 FIFTY-NINTH SCHOOL YEAR

115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE ANY 9 CONSECUTIVE HOURS BETWEEN JUNE 23 AND AUGUST 16, 1952

JUDGMENT ABOUT AUGUST 26, 1952

A BOOK JACKET

CLASS B SKETCH 5

A STUDY IN GRAPHIC COMPOSITION STRESSING COLOR, LEGIBILITY AND RELATIONSHIP TO BOOK SUBJECT.

AUTHOR—LEO LIONNI, New York, N. Y., was born in Holland; received Ph.D. in Economics from University of Genoa in 1935; Pursued the study of painting, advertising and design in Milan, Italy, between 1931-39. Since 1939 Mr. Lionni has been art director, consultant and instructor with N. W. Ayer & Son, Federal Housing Administration and Fortune Magazine. Mr. Lionni is also the author of articles on architecture and the cinema besides doing illustrations and catalogues for national organizations and museums and holding one man shows of drawings, water colors, and paintings.

PROGRAM:

Size:

Covers 8" x 11"
Spine 3/4" x 11"
Flaps 3 1/2" x 11"

Information to be included:

On Front Cover:
Title: Design for Museums
Author: Dr. A. R. Binback
Publisher: Pictorial Books, Inc.
On Spine:
Title, author and publisher as given above
On Front Inside Flap:
Photo of author and 200 words of copy

Colors:

Two colors and black.

REQUIRED: (Sheet size 22" x 30").

Full size design of entire jacket, in color.

MANDATORY REQUIREMENTS AND REGULATIONS GOVERNING THIS PROBLEM ARE STATED IN THE CIRCULAR OF INFORMATION OF THE DEPARTMENT OF ARCHITECTURE FOR THE SCHOOL YEAR 1951-1952. A COPY WILL BE SENT ON REQUEST.

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CLASS B SKETCH 5 — A BOOK JACKET

AUTHOR - LEO LIONNI, NEW YORK, N.Y.

JURY OF AWARD - AUGUST 26, 1952

LEOPOLD ARNAUD
WALKER O. CAIN
ALONZO W. CLARK, III
HAROLD RAMBUSCH
MAURICE R. SALO
C.E.STOUSLAND

PARTICIPANTS:
OKLAHOMA A. & M. COLLEGE
UNIVERSITY OF NOTRE DAME
WESTERN RESERVE UNIVERSITY, CLEVELAND

REPORT OF THE JURY - BY ALONZO W. CLARK, III

THE JURORS' FIRST REQUIREMENT IN REVIEWING THIS SKETCH WAS THE APPLICABILITY OF THE DESIGN TO THE BOOK. MANY STUDENTS MADE THE MISTAKE OF USING AN OVERALL DESIGN WHICH WOULD BE MEANINGLESS WHEN USED AS A BOOK JACKET. A COMMON MISTAKE WAS MADE IN ATTEMPTING TO INTRODUCE TOO MANY MOTIFS IN TOO SMALL A SPACE. ATTRACTIVENESS OF DESIGN AND COLOR AS WELL AS EYE-CATCHING QUALITIES WERE STRESSED. LETTERING AS IT RELATED TO THE POSITION ON THE BOOK JACKET AND TO THE DESIGN WAS CONSIDERED AN IMPORTANT FACTOR. MANY GOOD DESIGNS WERE ELIMINATED BECAUSE OF THE POOR CONCEPTION OF THE LETTERING USED. THE GENERAL CHARACTER OF THE SKETCHES WAS DISAPPOINTINGLY POOR. ALTHOUGH THE PROGRAM COULD HAVE BEEN DEVELOPED AS AN EXERCISE IN PURE DESIGN WITH A VERY PRACTICAL BASIS OF APPLICATION, MOST OF THE STUDENTS MISSED THE OPPORTUNITY OFFERED BY IT.

SUMMARY OF AWARDS:

4 MENTION 6 HALF MENTION 6 NO AWARD 16 TOTAL SUBMITTED

OKLAHOMA A. & M. COLLEGE: HALF MENTION- L.O.BASS.
UNIVERSITY OF NOTRE DAME: MENTION- D.A.HINSHAW; HALF MENTION- J.RICHMOND, R.J.SAVAGE.
WESTERN RESERVE UNIVERSITY, CLEVELAND: MENTION- J.J.KOZEL, W.T.MOORE, A.A.PAPESH. HALF MENTION- J.GERBA, D.E.LANDIN, A.S.MATEJCIK.

INDEX OF REPRODUCTIONS:

CLASS B SKETCH 5 - A BOOK JACKET
AUGUST 26, 1952

89. D.A.HINSHAW, UNIVERSITY OF NOTRE DAME — MENTION
90. A.A.PAPESH, WESTERN RESERVE UNIVERSITY, CLEVELAND — MENTION
91. W.T.MOORE, WESTERN RESERVE UNIVERSITY, CLEVELAND — MENTION
92. J.J.KOZEL, WESTERN RESERVE UNIVERSITY, CLEVELAND — MENTION

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OUT-OF-TOWN JUDGMENTS 1951-1952

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CLASS A PROBLEMS

	AUTHOR OF PROGRAM	AUTHOR OF REPORT
1. A MUSEUM OF SCIENCE & INDUSTRY	RAY STUERMER	MILTON S. OSBORNE
2. A COUNTRY RESIDENCE	JOSEF M. GUTNAYER	GEORGE NEMENY AND BENJAMIN MOSCOWITZ
3. A CHURCH	PIETRO BELLUSCHI	GEORGE W. EDWARDS
4. AN AIR LINE BUS TERMINAL	CHARLES G. RUMMEL	ARTHUR S. DOUGLASS, JR.
5. A LARGE SHOPPING CENTER	BRUNO FUNARO AND HOWARD T. FISHER	MORRIS KETCHUM, JR.

JUDGMENTS - CLASS A PROBLEMS		ISSUE	REPORT	REPRODUCTIONS	PLATES
1. DECEMBER 11, 1951		NO.1	PG.1	# 1 - 4	4
2. JANUARY 10, 1952		NO.2	PG.14	#21 - 24	4
3. MAY 2, 1952	STILLWATER, OKLA.	NO.3	PG.29	#51 - 55	5
4. JUNE 3, 1952		NO.5	PG.43	#65 - 68	4
5. AUGUST 26, 1952		NO.6	PG.53	#80 - 82	3

CLASS B PROBLEMS

1. CHILDREN'S LIBRARY & MUSUEM	ANTHONY J. DAIDONE	GIORGIO CAVAGLIERI
2. TELEVISION SALES ROOM	ROBERT CARSON	A.B.SWANK, JR. KARL KAMRATH HARWELL H HARRIS
3. A MEDIUM COST SUBURBAN RESIDENCE	HUGH STUBBINS, JR.	R. DUANE CONNER
4. A SUMMER THEATRE	TALMAGE COATES HUGHES RALPH W. HAMMETT	BENJAMIN SCHLANGER
5. A MANUAL SKILLS ANNEX FOR HIGH SCHOOL	PHILIP WILL, JR.	JACQUES L.DELAMARRE

JUDGMENTS - CLASS B PROBLEMS					
1. DECEMBER 11, 1951		NO.1	PG. 4	# 5 - 10	6
2. JANUARY 26, 1952	DALLAS, TEXAS	NO.2	PG.18	#29 - 34	6
3. MAY 2, 1952	STILLWATER, OKLA.	NO.3	PG.31	#56 - 59	4
4. JUNE 5, 1952		NO.5	PG.49	#73 - 79	7
5. AUGUST 26, 1952		NO.6	PG.55	#83 - 86	4

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1. GATE HOUSE CONTROL TOWER FOR INDUSTRIAL PLANT	GEORGE HOWE	ATHUR O. ANGILLY
2. A GRANGE	VICTORINE & SAMUEL HOMSEY	ROY O. ALLEN
3. A SHOP BETWEEN PARTY WALLS	HARRIS ARMSTRONG	WALTER H. SOBEL
4. A MISSION CHAPEL ON A BARGE	MAURICE R. SALO	LEROY VAN LENT
5. A MOTEL (A TOURIST CAMP)	FREDERIC ARDEN PAWLEY	WALKER O.CAIN

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1. DECEMBER 11, 1951		NO.1	PG. 7	#11, 12	2
2. JANUARY 10, 1952		NO.2	PG.16	#25 - 28	4
3. MAY 10, 1952	CHICAGO, ILL.	NO.3	PG.34	#60 - 64	5
4. JUNE 5, 1952		NO.5	PG.51	#69 - 72	4
5. AUGUST 26, 1952		NO.6	PG.58	#87, 88	2

CLASS A SKETCHES

	AUTHOR OF PROGRAM	AUTHOR OF REPORT
1. A CHILDREN'S ROOM	GEORGE NEMENY	GEORGE T. LICHT
2. AN ORBITER TRACING STATION	ROBERT I.LOCKARD & W.L.BRADSHAW	F.J.WOERNER,JR. R.D.WHITE L.W.VANOVER
3. A SKATING RINK	JEDD S. REISNER	WALKER O. CAIN
4. TROPHY FOR THE OLYMPIC GAMES	WHEELER WILLIAMS	WHEELER WILLIAMS
5. A POSTAGE STAMP	ALINE B. LOUCHHEIM	LEOPOLD ARNAUD

JUDGMENTS - CLASS A SKETCHES	ISSUE	REPORT	REPRODUCTIONS	PLATES
1. DECEMBER 11, 1951	NO.1	PG.10	NONE	0
2. JANUARY 26, 1952 DALLAS, TEXAS	NO.2	PG.23	NONE	0
3. APRIL 22, 1952	NO.3	PG.27	#45 - 47	1
4. JUNE 3, 1952	NO.5	PG.47	NONE	0
5. AUGUST 26, 1952	NO.6	PG.59	NONE	0

CLASS B SKETCHES

1. A STABLE	EDWIN BATEMAN MORRIS	WYNANT D.VANDERPOOL
2. A COAST GUARD STATION	ALEXANDER P. MORGAN	YUSUF MEER
3. A CADDY HOUSE	JULES GREGORY	DANIEL SCHWARTSMAN
4. AN ART GALLERY LOBBY	HENRY L.BLATNER	ROBERT K. POSEY
5. A BOOK JACKET	LEO LIONNI	ALONZO W. CLARK,III

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2. JANUARY 10, 1952	NO.2	PG.11	#14 - 16	1½
3. APRIL 22, 1952	NO.3	PG.28	#48 - 50	1
4. JUNE 3, 1952	NO.5	PG.48	NONE	0
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PRIZES AWARDED IN SCHOOL YEAR 1951-1952

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ARCHITECTURAL RECORD		JANUARY	ISSUE 1	PG. 4
A CHILDREN'S LIBRARY & MUSEUM	CLASS B PROBLEM 1	DECEMBER 11, 1951		
EMERSON PRIZE		FEBRUARY	ISSUE 2	PG.13
A WAITING ROOM IN AN INTERNATIONAL AIRPORT		JANUARY 10, 1952		
HIRONS ALUMNI PRIZE		MAY	ISSUE 3	PG.29
A CHURCH	CLASS A PROBLEM 3	MAY 2, 1952, STILLWATE		
KAWNEER COMPANY PRIZE		MAY	ISSUE 3	PG.25
TELEVISION SALES ROOM	CLASS B PROBLEM 2	JANUARY 26, 1952, DALL		
MARBLE INSTITUTE OF AMERICA		JANUARY	ISSUE 1	PG. 1
A MUSEUM OF SCIENCE & INDUSTRY	CLASS A PROBLEM 1	DECEMBER 11, 1951		
TILE COUNCIL OF AMERICA		JULY	ISSUE 5	PG.43
AN AIRLINE BUS TERMINAL	CLASS A PROBLEM 4	JUNE 3, 1952		
UNITED STATES PLYWOOD CORPORATION		MAY	ISSUE 3	PG.31
A MEDIUM COST SUBURBAN RESIDENCE	CLASS B PROBLEM 3	MAY 2, 1952, STILLWA		
WHITNEY WARREN PRIZES		MAY	ISSUE 3	PG.25
A TRADE FAIR		MARCH 13, 1952		

JUNE ISSUE NUMBER 4

1952 LLOYD WARREN SCHOLARSHIP - 39TH PARIS PRIZE IN ARCHITECTURE

FIRST PRELIMINARY EXERCISE	AUTHOR OF PROGRAM	AUTHOR OF REPORT
A MAJOR RAILROAD STATION	WALKER O. CAIN	WALKER O. CAIN

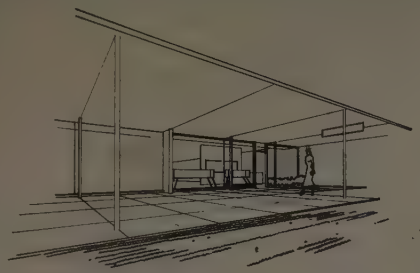
SECOND PRELIMINARY EXERCISE

THE CONCOURSE FOR A LARGE RAILROAD STATION	WALTER H. KILHAM, JR.	HARMON H. GOLDSTONE

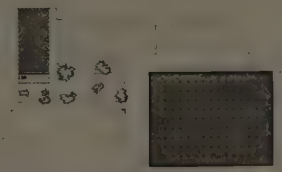
FINAL COMPETITION

A UNIVERSITY ENGINEERING SCHOOL	BENJAMIN LANE SMITH	DANIEL SCHWARTZMAN

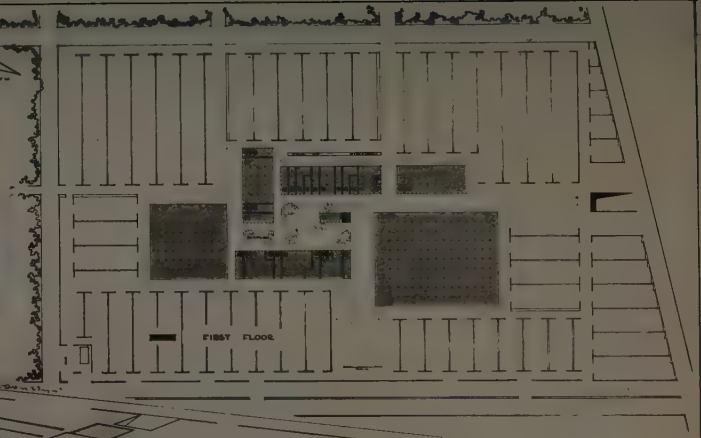
JUDGMENTS - 1952 LLOYD WARREN SCHOLARSHIP	REPORT	REPRODUCTION	PLATES
FIRST PRELIMINARY - JANUARY 22, 1952	PG. 37	#40	1
SECOND PRELIMINARY - MARCH 19, 1952	PG. 39	#41, 43	2
FINAL COMPETITION - APRIL 22, 1952	PG. 41	#42, 44	2



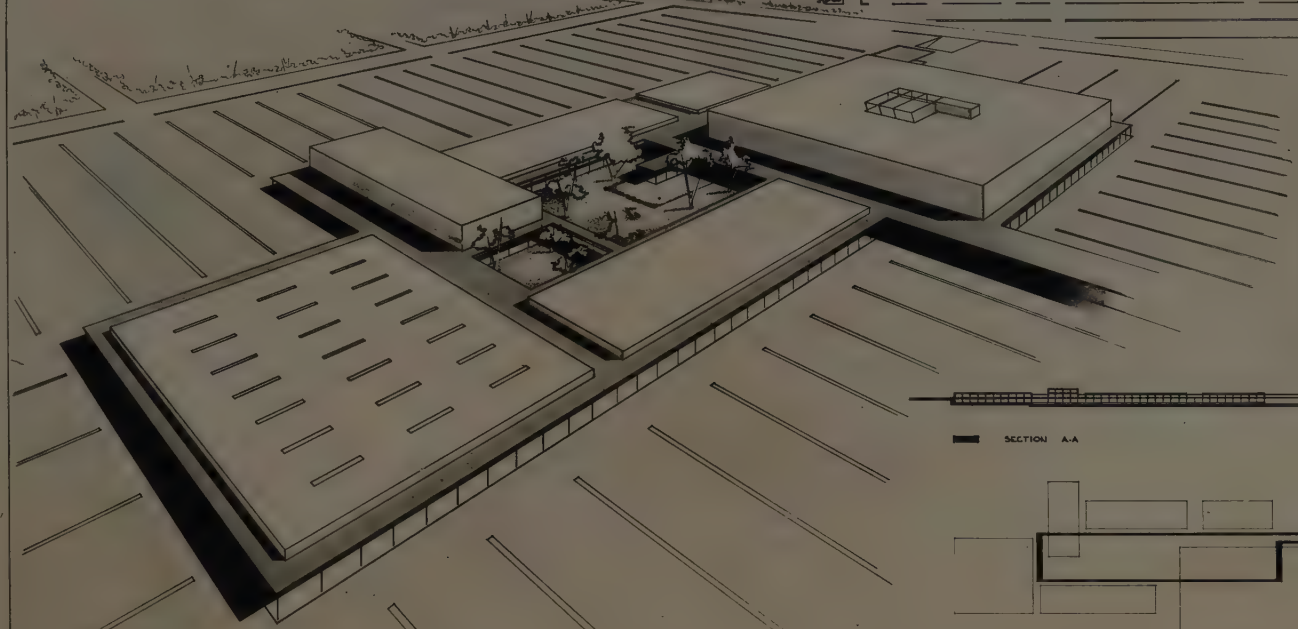
VIEW OF STORE FRONTS



SECOND FLOOR



FIRST FLOOR



AERIAL VIEW LOOKING NORTHEAST

1 MAJOR DEPARTMENT STORE
2 MINOR DEPARTMENT STORE
3 WOMEN'S WEAR
4 WOMEN'S WEAR
5 LINGERIE
6 CHILDREN'S WEAR
7 MEN'S WEAR
8 FAMILY SHOES
9 FOOTWEAR CHILDREN'S FURNISHINGS
10 FABRICS
11 BOOKS
12 VARIETY (5¢ 10¢)
13 RADIO & TELEVISION
14 HOUSEHOLD APPLIANCES
15 FLORIST
16 BOOKS & STATIONERY
17 JEWELRY & GIFTS
18 SMALL STORE
19 SMALL STORE
20 SMALL STORE
21 SMALL STORE
22 SMALL STORE
23 SUPERMARKET
24 BAKERY
25 DELICATESSEN
26 LIQUOR
27 RESTAURANT
28 TAVERN
29 CLEANERS
30 LAUNDRY
31 BEAUTY SHOP
32 BARBER
33 DOCTORS OFFICES
34 ADMINISTRATION
35 CHILDREN'S DAY NURSERY

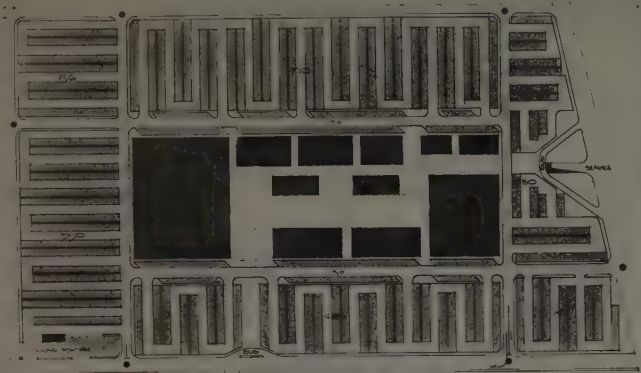
SECTION A-A

BASEMENT SERVICE DIAGRAM

1st Forum Prize
1st Medal

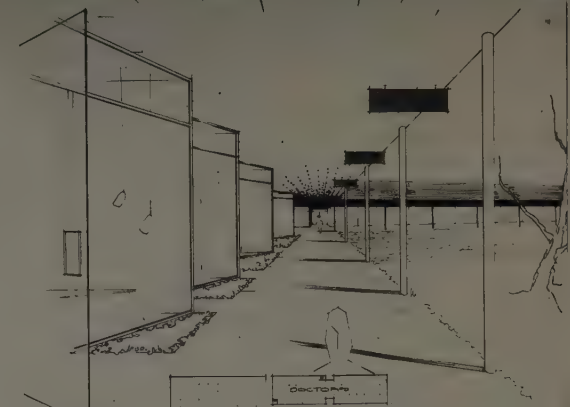
EDWARD RICHARD HOERMANN
OKLAHOMA A&M COLLEGE
B.A.ID. CLASS "A" PROB. 5
"A SHOPPING CENTER"

1951-52
80

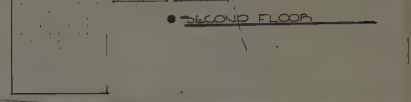


PLAN

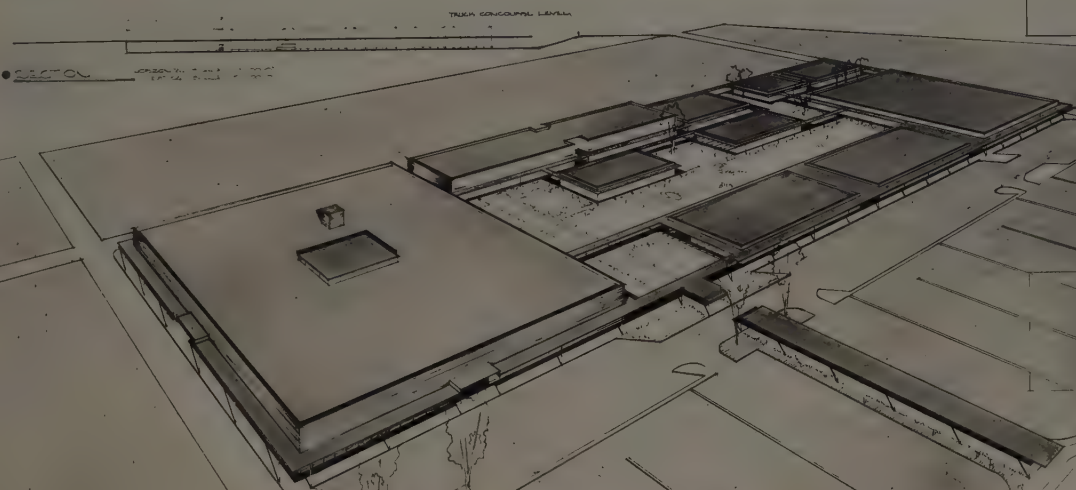
KEY	
NO.	TYPE STORE
1	DEPARTMENT STORE
2	WOMENS WEAR
3	
4	
5	LINGERIE
6	CHILDREN'S WEAR
7	MEN'S WEAR
8	FAMILY SHOES
9	TOYS, CHILDREN'S FURNISHINGS
10	FABRICS
11	CANDY
12	VARIETY
13	RADIO & TELEVISION
14	HOUSEHOLD APPLIANCES
15	FLORIST
16	BOOKS & STATIONERY
17	JEWELRY & GIFTS
18	ART & TOY SMALL STORE
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
X	
XX	
XXX	
35	



PERSPECTIVE



SECOND FLOOR

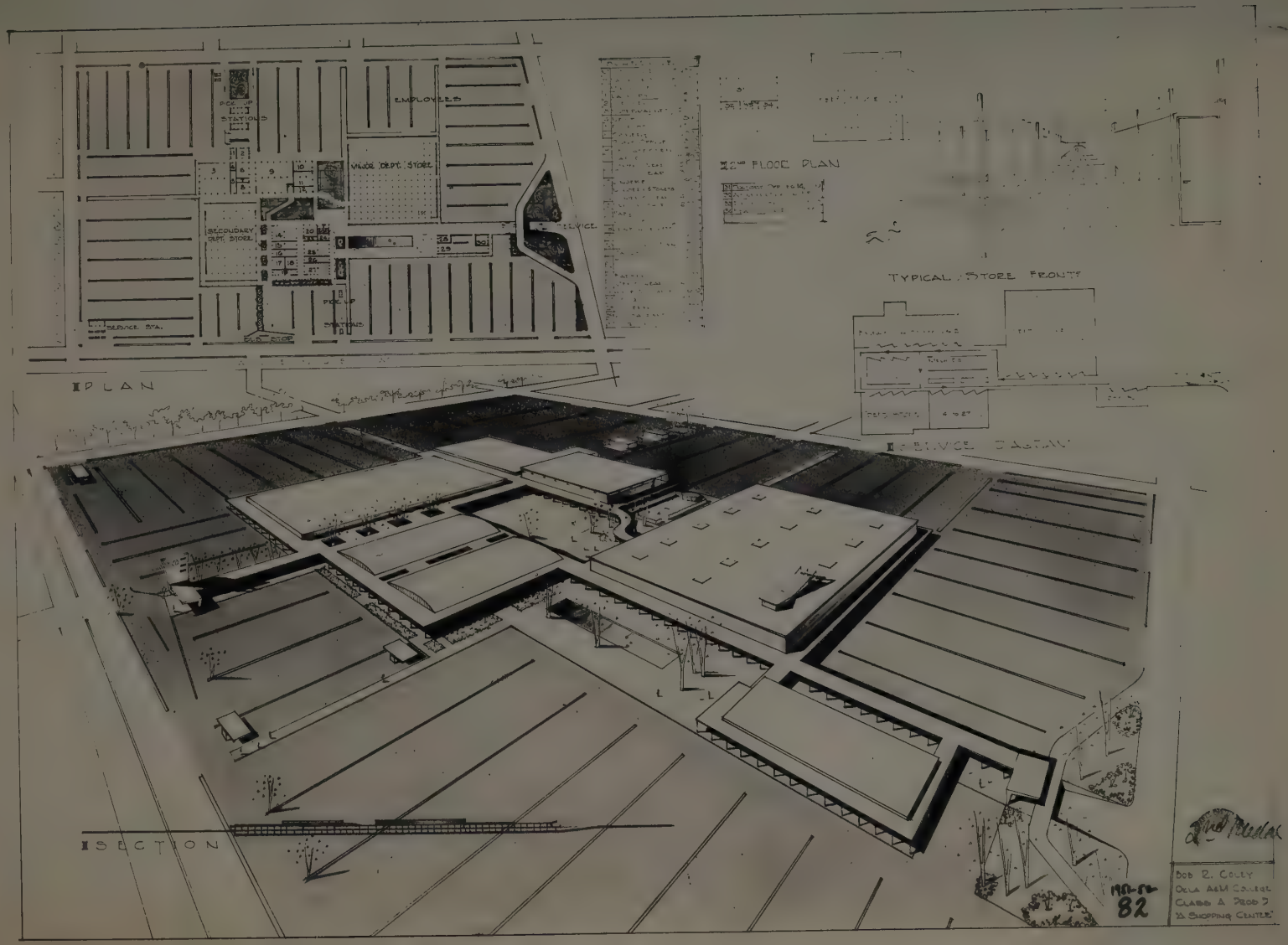


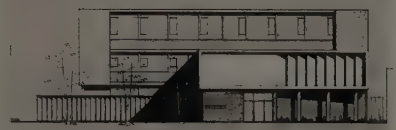
SECTION

BASEMENT SERVICE PARKING

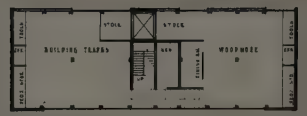
2nd Floor 1/132

1951-52
81


EMPLOYEES
PICK UP STATIONS
VALUE DEPT. STORE
SECONDARY DEPT. STORE
SERVICE STA.
SERVICE
PLAN
2nd FLOOR PLAN
TYPICAL STORE FRONTS
SERVICE DETAIL
SECTION
1951-52
82
BOB R. COLLY
OKLA. A&M COLLEGE
CLASS A PROB 3
A SHOPPING CENTER



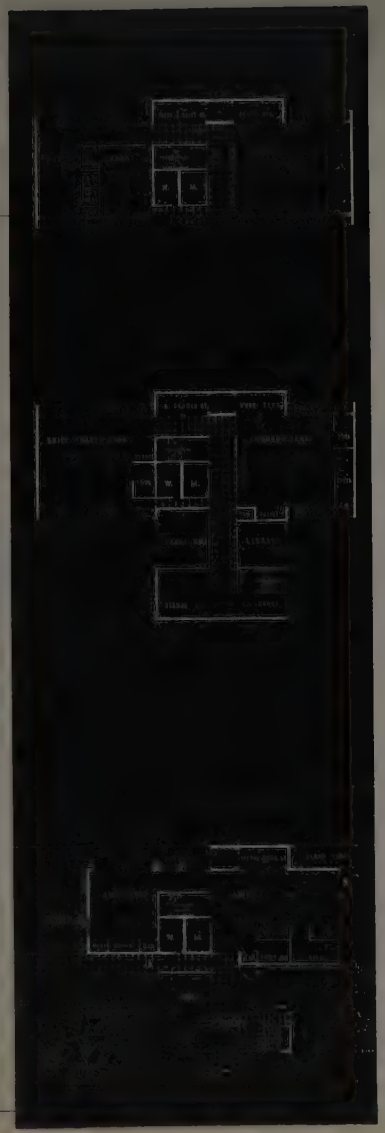
SECTION "A-A"

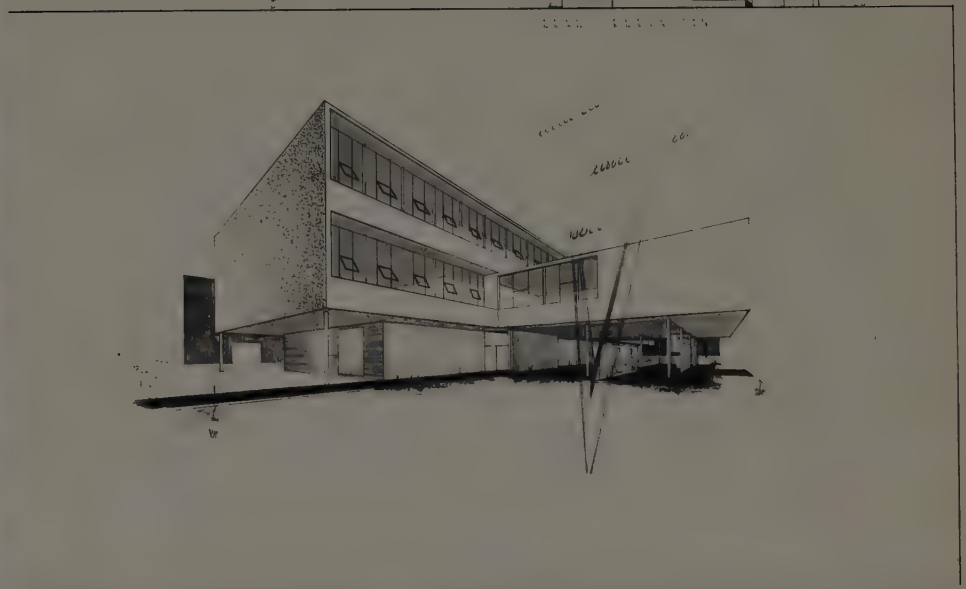


SECOND FLOOR

THIRD FLOOR

"A SKILLS ANNEX"
PROB. 5-CLASS "B"
OKLA. A&M COL
C. WEBB PARGUE



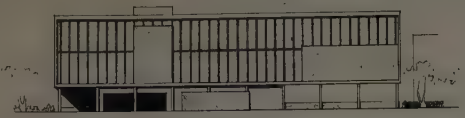


SECTION "A-A"

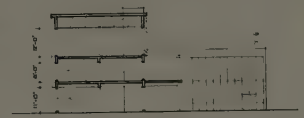
FRONT ELEVATION

1951-52
84

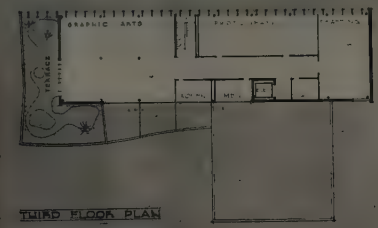

DRAFTING
PLANNING
G A STORAGE
GRAPHIC ARTS
MEN
WOMEN
PHOTOGRAPHY
BUILDING TRADES
GENERAL WORKSHOP
FINISH
PROJECT STORAGE
LECTURE RM
LIBRARY
LOUNGE STUDENT
AUTO MECHANICS
RECEIVE
METAL SHOP
MEN
FINISH
PROJECT STORAGE
LOUNGE GROUND
W. ELEVATION
A MANUAL SKILLS ANNEX
E. ELEVATION
SECTION A A
1951-52
85
JOE
CLASS
OKLAHOMA A&M



REAR ELEVATION

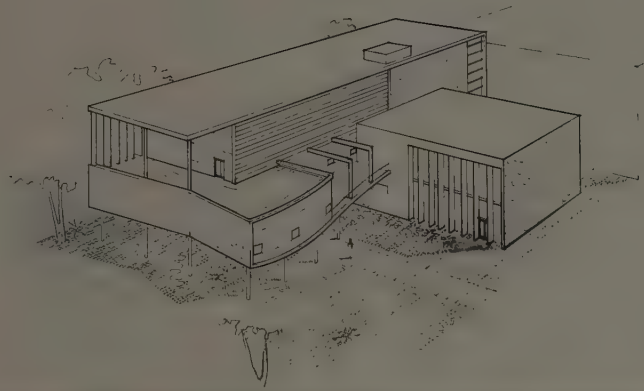


SECTION THRU 'A-A'

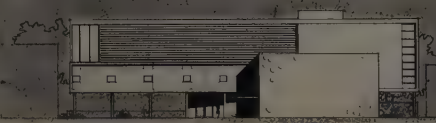


THIRD FLOOR PLAN

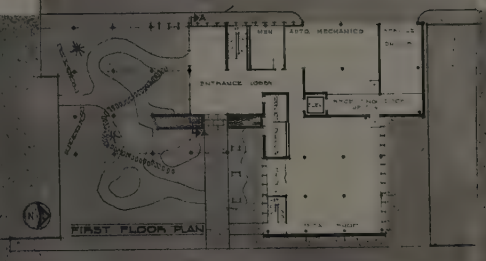
SECOND FLOOR PLAN



PERSPECTIVE LOOKING NORTHWEST



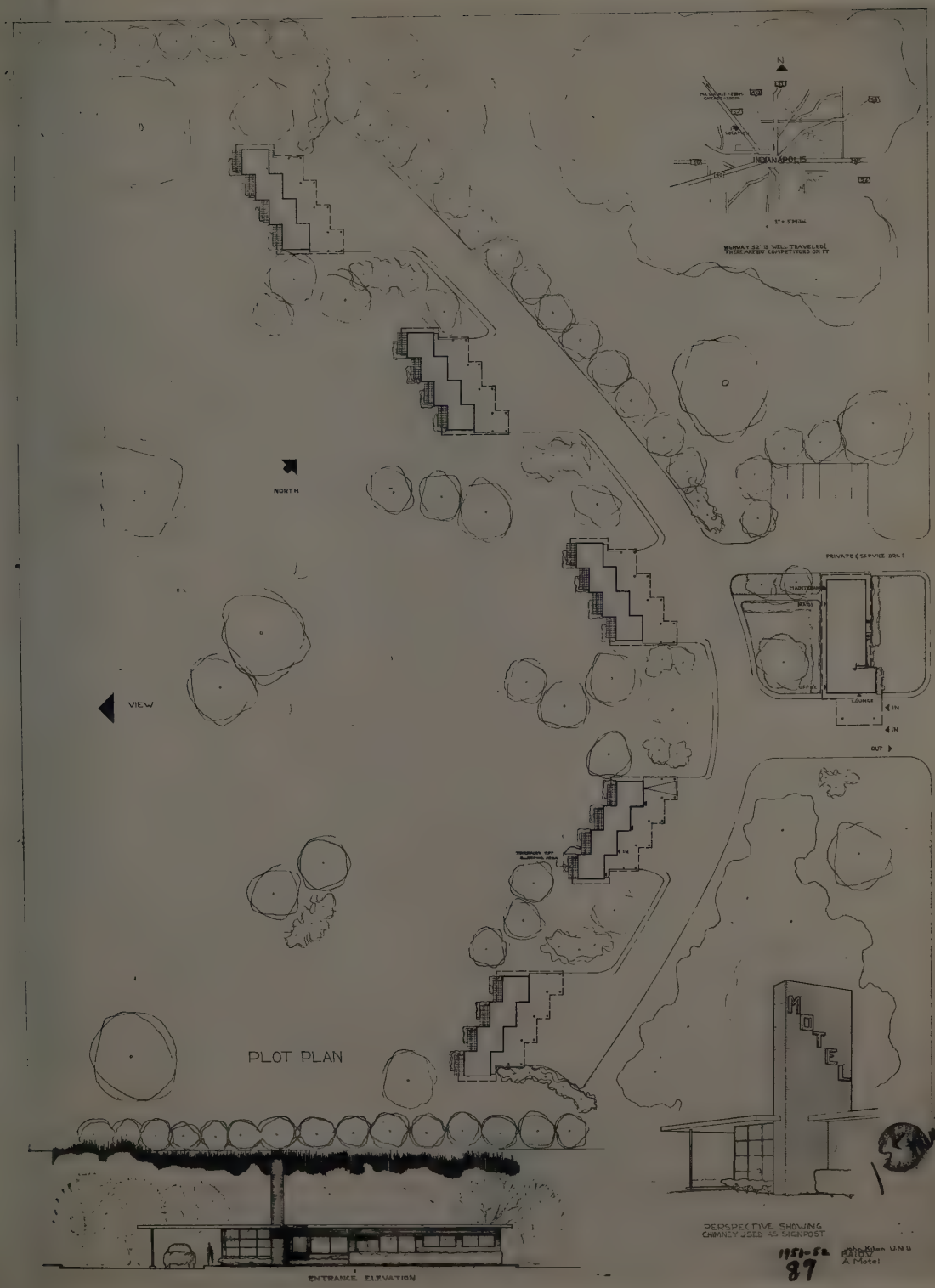
FRONT ELEVATION



FIRST FLOOR PLAN

1951-52
86

A MANUAL SKILLS ANNEX
FOR AN
EXISTING HIGH SCHOOL
CLASS B PROB. D
OKLAHOMA A&M COLLEGE
E. M. TODD JR.



1951-52
87

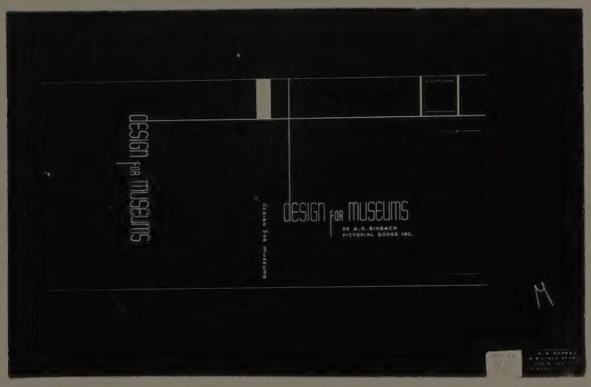
Kahn UND
A Motel

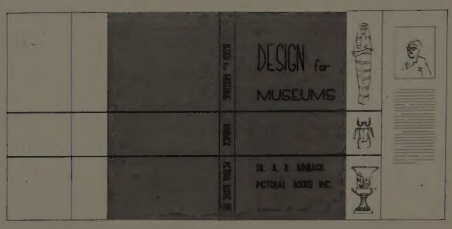
1951-52
88

A MOTEL
A.A. ORR
CLASS C PROB 5
OKLA. A&M

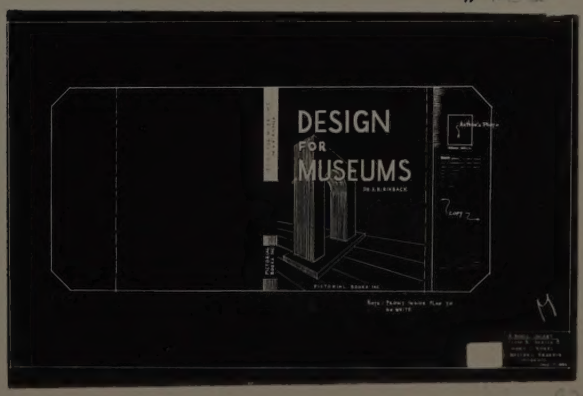

design
for
museums
d.a.r. birback

89


DESIGN FOR MUSEUMS
DR. A. R. BINBACK
PICTORIAL BOOKS INC.
DESIGN FOR MUSEUMS
DESIGN FOR MUSEUMS


DESIGN for
MUSEUMS
DR. A. R. BINBACK
PICTORIAL BOOKS INC.

91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